payment of compensation to them, the reasons therefor and by when these cases are likely to be solved;

(b) whether the work related to laying of some new rail lines in the current financial year is held up due to non-rehabiliiation of the displaced persons and non-payment of compensation or whether there is any other reasons; and

(c) whether the work related to laying of new rail line from Dallirajhara to Jagadalpur is also affected due to this reasons, if not, why the work has not been started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) The information is being collected and will be laid on the Table of the Sabha.

Loans by CONCOR to Contractors

3797. SHRI V.P. DURAISAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Container Corporation of India grants loan/ finance/advance to contractors and engage same contractor on monthly rental;

(b) if so, the provision, rules/regulations for such loans;

(c) whether it is a fact that some contractors to whom CONCOR has awarded crores of rupees in the name of loan did not have valid labour licence to engage contract workers in violation of CL (R&A) Act, 1970; and

(d) if so, action against CONCOR taken by Government or to be taken?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DKJVIJAY SINGH): (a) Yes Sir. Container Corporation of India Ltd. (CONCOR) d$es give advance to its existing contractors against their handling bills. These advances are given to modernise the container handling equipment in CONCOR's facilities. Generally contractors are engaged on the basis of rates for various units of work. However, some contractors are engaged on monthly rates also.

(b) While considering requests for such advances, the following aspects are taken into consideration:—

1. The recipient has to be an existing terminal operator with good record of service and a contract valid for a sufficient period to ensure recovery of the advance.
2. The level of activity on the terminal on which the terminal operator is working has to justify additional equipment and it is ensured that the equipment will be used in CONCOR terminal only.
3. CONCOR normally advances 80% of the cost of the equipment at market rates of interest which are much higher than the interest on bank deposits, short-term bonds etc. on which the surplus funds of CONCOR are parked as per the extent guidelines.
4. The advance with interest is recovered from the monthly handling bills of the terminal operator.
5. The equipment procured from the advance is hypothecated on CONCOR till full recoveries have been made.

(e) Some Writ Petitions of alleged violation of this act have been filed in the High Court of Delhi. These have, however, no relevance to the issue of CONCOR granting advance to contractors.

(d) Does not arise.

Conversion of NG/MG Lines

3798. SHRI BRAHMAKUMAR BHATT: Will the Minister of RAILWAYS be pleased to state:

(a) which MG/NG lines are to be converted into BG during current Five Years Plan;

(b) when would the remaining MG/NG lines be converted into BG;

(c) whether the Ministry of Railways has received any proposals from Gujarat Government for conversion of MG/NG lines into BG; if so, the details thereof and the decision taken by the Railways on these proposals;

(d) whether the Ministry of Railways have plans for taking up any gauge conversion projects in Gujarat through private funding; if so, the details thereof; and

(e) whether gauge conversion of Dharanghadhra-Kuda is to be done on cost sharing basis and if so, by when the said work would start?